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INFORMATION REPORT

REPORT

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1. Soviet workers stated that the cruiser Zheleznyakov was launched from Slip I of the North Shipyard in Leningrad in 1939. The ship was said to have been successfully protected from air raids and artillery fire during the siege of Leningrad by frequently changing her berth and, in 1946, she was re-commissioned with a series of ceremonies.

2. The ship had a standard cruiser stern which was cut off obliquely toward the rear at an angle of 35 to 40 degrees in 1949 and in consequence had an oval-shaped slanting deck section. The 180-mm barrels of her main guns were supplied in March; however, since the construction of the ship was not sufficiently advanced, they had to be stored. The ship was 192 meters long and her beam was 27.6 meters; her freebord was 8 meters at the bow, 5 meters amidships, and 4 meters aft. Her stem was slightly raking. The tower mast stood on a base which was 8 meters wide, 5 meters long and 3 meters high. The mast tapered from 3 meters to 2 meters in diameter and its maximum height above the deck was 18 to 20 meters. Atop the mast was an armored observation tower, 4 meters in diameter and 2 meters high. Two light AA guns were to be mounted on either side of the base of the mast. On top of the observation tower was a strongly built mast with an antenna. A range-finder was observed in the observation tower. In front of the tower mast was a bridge superstructure, about 20 meters long, 14 meters wide and about 12 meters high. A superstructure amidship, built around the second funnel, was about 16 meters long and 4 meters high. The silhouette of the after superstructure indicated a length of about 20 meters with a bridge about 3 to 4 meters high. The thickness of the plates was estimated at between 20 mm and 25 mm.

3. The ship was equipped with two screw propellers. The total length of the screw shafts was estimated to be about 60 meters and was subdivided into sections, each about 10 meters long. They were about 0.6 meters in diameter and the couplings were about 0.6 to 0.7 meters long. The shaft tunnel was about 16 to 18 meters long and 4 to 5 meters high and extended from the stuffing box to the after bulkhead of a Diesel-engine room. In the tunnel were five ordinary bearings and one exceptionally large bearing. In the Diesel room were eight bearings, all of which were mounted on bearing supports about 2.5 meters high. The boiler plant consisted of four or six boilers. The boiler rooms were 25 meters long

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and 7 to 8 meters high. Each boiler had two pipes leading to the two oval-shaped funnels. The funnels were 6 meters high and 5x2.5 meters in diameter. The total height of the turbine room was 7 to 8 meters. The room was divided by two platforms, the turbine-control position being on the first platform. The double-bottom below the stokeholds was used as a fuel bunker. The sluice valves fitted in the draining system were 1.5 meters in diameter. The water-tight doors in the ship below the waterline were of the vertical-motion type with rack gear and, allegedly, were operated by a hydraulic remote gear. The ship had three bow anchors, two of them being on the starboard side, one on the port side, and there was also a stern anchor. Other PWs observed the unloading of light conical rings, 1.7 or 1.8 meters high and 5 to 7 meters in diameter. Two searchlights, allegedly mounted on three-axle bearings, were observed.

Attachment: Sketch of the Zheleznyakov

Legend

B. Boiler rooms.

BT. Bridge superstructure.

E. Main engine rooms.

A. Auxiliary engine room. This is the Diesel-dynamo room which is believed to be subdivided into two symmetrically arranged rooms by a central longitudinal bulkhead.

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Attachment

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Cruiser Zhelezniakov

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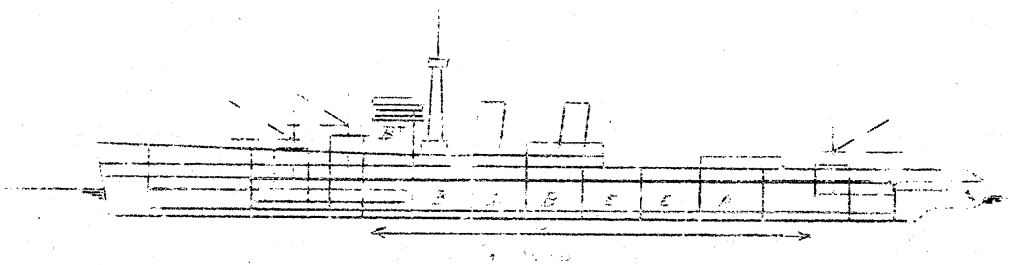

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